जीवन-यापन का स्तर मापना

1069. **चौधरी हरमोहन सिंह यादव:** क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि:

(क) जीवन-यापन के वास्तविक स्तर को मापने की पद्धति क्या है; और

(ख) विदेशों में उन भारतीय विशेषज्ञों के नाम क्या हैं जिन्होंने जीवन यापन के वास्तविक स्तर को मापने के लिए आय की तुलना में व्यय पर विचार करने को अधिक उपयुक्त बताया है और ऐसा निर्णय किस वर्ष लिया गया था?

रेल मंत्रालय में राज्य मंत्री, संसदीय कार्य मंत्रालय में राज्य मंत्री तथा योजना और कार्यक्रम कार्यान्वयन मंत्रालय में राज्य मंत्री (श्री राम नाईक): (क) प्रति व्यक्ति खपत का उपयोग सामान्यतः भारत में रहन-सहन के वास्तविक स्तर को मापने के लिए किया जाता है।

(ख) भारत में और विदेश में विशेषज्ञ सामान्यतः भारत जैसे एक विकासशील देश में रहन-सहन के स्तर को मापने के लिए खपत के उपयोग के संबंध में इसलिए सहमत हैं क्योंकि खर्च के स्तर से लोगों के वास्तविक स्तर का सही ढंग से प्रक्षेपण होता है जबकि आय का संबंध अधिकांशतः लोगों के रहन-सहन के स्तर की क्षमता से है। इसके अलावा स्वयं के उत्पाद की खपत के रूप में वस्तुओं में आय को प्रायः उत्पाद के कीमतों पर आंका जाता है जिसके परिणामस्वरूप लोगों के रहन-सहन का वास्तविक स्तर कम मूल्यांकित होता है जबकि आय का उपयोग रहन-सहन के लिए किया जाता है।

Special Task Force on Employment opportunities

1070. **SHRI ABANI ROY:** Will the PRIME MINISTER be pleased to state:

(a) whether the Planning Commission has recently decided to float a Special Task Force on employment opportunities in the country;

(b) if so, the salient features of the proposed Special Task Force;

(c) the terms and reference of the Special Task Force; and

(d) by when the task force would submit its report to Government?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) and (b) Government has already set up a "Task Force on Employment Opportunities" with Economists, Statisticians, Administrators and representatives of Industries as members.

(c) The terms of reference of the Task Force and (i) to examine the existing employment and unemployment situation in the country (ii) to suggest strategies of employment generation for achieving the target of providing employment opportunities to 10 crore people over the next ten years. This implies strategies for providing employment opportunities to one crore people per year on an average and (iii) to consider any other matter related with or incidental to the above Terms of Reference.

(d) As per the notification of the "Task Force", the report is to be submitted by 31st July, 1999.

FDI in Infrastructure Sector

1071. SHRI DIPANKAR MUKHERJEE:
SHRI NILOTPAL BASU:

Will the PRIME MINISTER be pleased to state:

(a) the foreign direct investment (actuals) in the infrastructure sector since 1991 year-wise and sector-wise; and

(b) the projection of Government in these sectors with the opening up of the insurance sector?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING

AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) The information is being collected and will be laid on the Table of the House.

(b) Once the competition is brought in the insurance sector, it is expected that earnings from the insurance premium would substantially increase and the inflation adjusted premium amount would be 40 to 45 billion dollars for the period of next five years. A substantial amount of the additional funds generated would be available for infrastructure investments especially from the life insurance and pension, sector.

Delay in Infrastructure Projects

1072. SHRI PREM CHAND GUPTA: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that 110 projects in the core sector, which is 50% of the total 221 projects in the Central Sector, were delayed;

(b) whether of these, 84 per cent were from the infrastructure sector;

(c) whether besides the above, 58 projects are without a date of commissioning;

(d) what are the reasons for these delays; and

(e) what action Government are taking to expedite the projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) to (c) Yes, Sir. As on June, 1998, out of 221 projects, 110 projects in the core sector were delayed. Of these, 84% were from the infrastructure sector and 58 projects did not have any date of commissioning.

(d) The reasons for delay vary from project to project. However, in general, the reasons for the delays include: delay in land acquisition, delay in obtaining environmental clearance, lack of supporting infrastructure, delay in tie-up of adequate funds, delay in award of contracts, failure of contractors, delay in supply of equipments and law and order problems.

(e) In order to monitor the projects to reduce cost and time overruns, the Government has taken the following measures:

(i) Setting up of an Empowered Committee in each Administrative Ministry to find out ways and means to remove bottlenecks.

(ii) Appointment of a nodal officer for projects costing Rs. 50 crore or more in each Ministry.

(iii) Periodic review of important projects by the Prime Minister's Office and the Cabinet Secretary.

(iv) Preparation of periodical reports by the Department of Programme Implementation to assist the concerned administrative ministries, Cabinet Secretariat and the Prime Minister's Office to monitor the progress of the projects costing Rs. 20 crore and above.

वार्षिक विकास दर का आकलन

1073. **श्री राज मोहिन्दर सिंह:**
श्री कपिल सिब्बल:

क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि चालू वित्तीय वर्ष 1998-99 के अंत में वार्षिक विकास दर के बारे में विभिन्न आकलनकर्ताओं/मूल्यांककों ने अलग-अलग दरें आकलित की हैं;

(ख) यदि हां, तो क्या सरकार ने भी हमारे देश के सकल घरेलू उत्पाद की वार्षिक दर के संबंध में कोई आकलन किया है; और